
The Pacific Telephone Magazine



Vol. XII

OCTOBER, 1918

No. 4

Published Monthly at San Francisco for Distribution Among Its Employees by
THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

OUR AIM

To furnish Reliable and Prompt Telephone Service.

To deal Courteously with everybody.

WILLIAMS PRINTING COMPANY
Corner Sansome and Sacramento Streets
San Francisco

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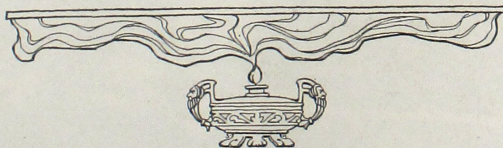
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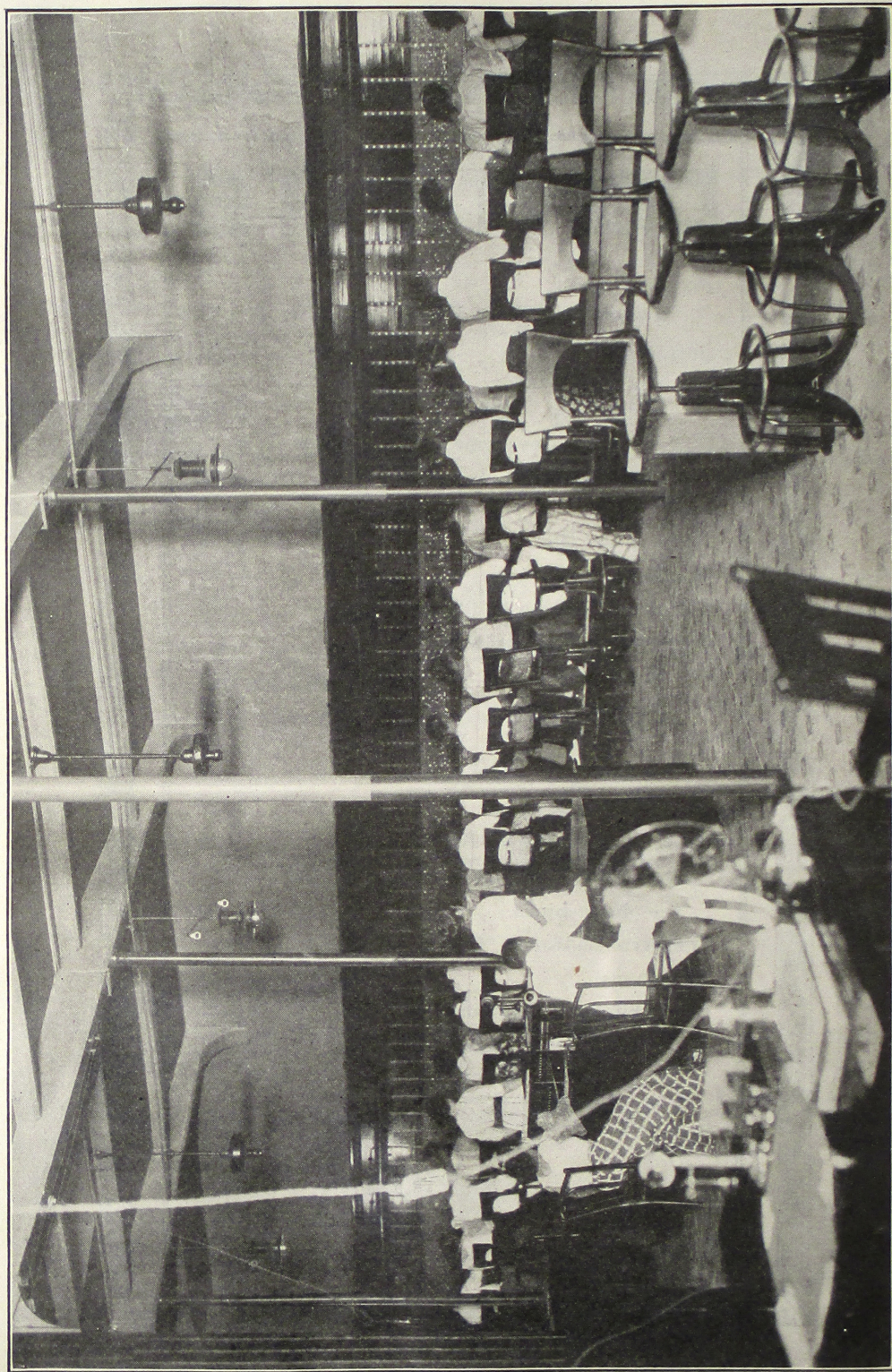
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THIS IS NOT A PLATITUDE nor is it a slogan. It can not grow trite by repetition. It is the briefest possible statement of a truth. It is a principle which must govern us in every mental and physical activity, one to which everything else in personal or business relations must be subservient. There is no uncertainty about results if we do not win. The developments of four years and the character, conduct and policies of our common enemy give us a complete answer to the question which might be asked, "What would happen if we do not win?"

We have seen that education and the advance in civilization have been reflected in the arts of war as well as in those of peace. Added resources, invention, study, and specialized industry are suddenly found to increase the possibilities of evil as well as those of good. In former times, wars were carried on by military forces practically living in the territory they might traverse, or maintained and armed almost entirely through government organization and administration. But today, with a hitherto undreamed of vastness and cost of war, the support of a nation's armies must come directly from every individual in that nation rather than indirectly through its governmental agencies.

This is why every man, woman, and child of the country must feel and realize that victory is a necessity for the individual rather than for certain constituted authorities.

Victory can not be obtained except for a price. Wishes will not clothe and arm the soldier. He now is without the time, ability, or opportunity to secure his instrumentalities of offense and defense. We must find them for him. So far we have been

asked to practice but an unappreciable amount of self-denial or sacrifice. It is stated that France has mortgaged 60 per cent of its total wealth in its defense against the invader and that death has entered nine-tenths of the homes of England as its price for taking the field against the enemy. Italy has seen its fairest provinces despoiled by the same relentless foe. We now fully realize that our allies have borne this tremendous suffering in our defense as much as their own. If their tenacity and heroism had failed, we know that the Hun would have been at our own gates.

The suggestion of this brief article is simply that every individual must consider himself a soldier. He may not fight with arms, but he is just as truly fighting for the common purpose when he saves and gives. The part of the civilian can not be perfunctory and it can not be carried out with lip service.

It is something new for Americans to be restricted in food or other physical comforts, but while they have risen wonderfully to the demands of new and unexpected conditions, they must go further if necessity demands, and by necessity in this instance we mean winning the war. If such a trifling thing as the saving of sugar is a contributing factor toward victory, if it can not be obtained on a two-lump basis, let us be willing to go without it entirely. If a 50 per cent wheat allowance for stay-at-homes does not mean that the men in the distant trenches—countrymen and allies—will have sufficient nutriment, let us willingly accept a 100 per cent deprivation.

We know the suffering and dangers to which these men are exposed. While we are in the midst of comfort and abundance they live amid discomforts and risk and are doing it for our sake as much as their own. We are asked simply for trifles. They stand ready to give even life itself. Without our support they must fail. Our mite is their might.

THE THRIFT STAMP means more than the small amount of money it represents, made available for the use of the government.

In one phase of the investment it is patriotic, but in another it is of

Thrift

vast importance to the individual, and may be the index to a policy of sensible conduct and satisfactory results. We mean by this that if the humble Thrift Stamp teaches us to save daily, weekly, and monthly, it will serve a great purpose. The average man is generally able to save when some definite object is hanging over him such as a note, premium, or specified obligation, but the man who can save without such an incentive has reached the higher conception of thrift.

Individuals now are having the gospel of saving forced upon them as never before. In some cases it takes the form of patriotic contributions to their country in a time of need. With others it is created by governmental requirements and organized conservation. Those who can carry the benefit of these lessons, forced or otherwise, into their lives after the war is closed will have received an incalculable benefit. The habit now is being formed for them. It will be easier to continue this habit than if it had not been begun.

Nothing need be said about the "rainy day." It is inevitable. Diminished efficiency, lessened physical and mental strength, come with the added years as surely as does the passing of the seasons. To secure comfort in old age without dependence on others is a natural and proper desire of every individual. The ordinary person must secure this comfort for himself. No one is going to bring it to him.

In the purchase of Thrift Stamps and Liberty Bonds the individual is performing a duty to his nation and to himself. The country, in the near distant future, will return to its natural prosperity and will be freed from present abnormal demands. It will not then require from its citizens the present degree of financial assistance.

In these governmental investments you are putting away money for yourself. Do not let the habit end with the cessation of your country's need.

United States Government Has Largest Telephone Exchange

The largest private telephone branch in the world is the one which serves the expanding needs of the War Department. It fills a specially constructed three-story brick building containing forty-four "positions," an office larger than the "central" in many a city. Thirty more "positions" are being installed.

On July 1 this branch served 3178 extensions; on August 1, 3626. It requires 126 trunk lines for incoming calls, 76 trunk lines for outgoing calls, local and suburban; 17 private toll lines to New York, Philadelphia, Baltimore, Detroit, via Cleveland, Hoboken, and Newport News, and 105 tie lines to other government stations in Washington. A large increase in the number of private toll lines is probable.

An average of four records taken during July shows 32,938 outward and 16,564 inward calls in twenty-four hours. In the peak hours the calls often run as high as 7284 an hour.

The operating force consists of ninety persons, but more are urgently needed, and the call to patriotic service which is bringing other groups of workers to Washington is awaited in this field. The work day is eight hours, minus 30 minutes for luncheon, and there is a very attractive rest room with a lunchroom in the rear, containing a gas stove for light cooking, and a matron in charge. Young women employees receive all possible consideration.

In equipping this branch all records for speed were broken. Messengers were summoned from distant cities under instructions to carry needed material by trunkloads, paying excess baggage, and taxis awaited them at the Washington station. It was found, for example, that for some specific circuits 320 relays on thirty-two mounting plates were needed immediately. The material was all special and the parts had to be manufactured and the coils wound. The specifications were wired at 4 P. M. on a certain Friday to the factory of the Western Electric Company at Chicago, Ill. A messenger left there on the next day with the equipment and it was in the building in Washington at 6 P. M. on Sunday.

Appraisals

During the past four years this Company has been actively engaged in inventorying and appraising its property in the States of Washington, Oregon, and California for submission to the Public Service Commissions. The appraisal of this property is made on the basis of actual performance applied to the items of property as inventoried. This actual performance basis has been determined from the costs as shown by the official records of the Company, which are kept in accordance with the system of accounting for telephone companies prescribed by the Interstate Commerce Commission and approved by the various public service commissions. Following the arrangement of the inventory, the appraisal has been divided and arranged by exchanges and subdivided and arranged into the various accounts in accordance with the standard accounting system. This arrangement corresponds exactly to the arrangement by which the costs as daily experienced by this company are recorded.

In determining these actual performance costs, the records of the Company were gone over in detail and carefully analyzed. From this analysis there were derived unit costs applicable to the various accounts as hereinafter indicated under the following headings:

- (a) Material.
- (b) Supply Expense.
- (c) Labor.
- (d) Supervision, Engineering, and Tool Expense.
- (e) Incidentals.
- (f) General Expense.
- (g) Omissions.

(a) *Material*—Items have been appraised as material which are ordinarily classified as material in the operation of the company.

All items of material, as listed in the inventory, were in general appraised by the application of average material costs, determined by averaging prices actually paid for the various items of material.

In certain accounts, such as the Station Installations account, it was impracticable to inventory the items of material and material was appraised by the application of an average unit cost determined from the cost analysis. In other accounts it was practicable to inventory only the major items of material and the amount of miscella-

neous material associated with the major items has been determined from the cost analysis.

(b) *Supply Expense*—Supply expense as accounted by this Company, and therefore as used in these appraisals, includes all those items of expense prescribed by the Interstate Commerce Commission under account No. 704, which reads as follows:

704. *Supply Expense*—Charge to this account or to appropriate sub-accounts all expenses (except insurance and taxes) incurred directly in connection with the purchase, storage, handling, and distribution of materials and supplies and stationery. It includes (1) the pay and expenses of purchasing agents, managers of stores, clerks, and laborers; (2) rents paid for stores; (3) cost of lighting and heating; (4) undistributed transportation charges; (5) discounts recovered through prompt payment of bills for materials and supplies when such discounts can not be assigned to the particular bills; (6) overages or shortages in the materials and supplies account disclosed by inventories which can not be assigned to specific accounts; and (7) the estimated depreciation on materials and supplies due to breakage, leakage, shortage, and wear and tear.

This account should be cleared by adding to the cost of materials and supplies passing through stores a suitable loading charge which will equitably distribute the total cost of conducting the stores and by adding to the cost of such supplies as are bought by the purchasing department a pro rata share of the total expense for the purchasing department.

It will be noted from the above definition that Supply Expense comprehends more than is frequently included under Store-room Expense, which, as is shown in the following, is only one portion of Supply Expense.

The several items of Supply Expense are grouped as follows:

Storeroom Expense.

Undistributed Freight and Cartage.

Supply Adjustment.

Storeroom Expense covers the pay and expenses of employees and agents engaged directly in the purchase, storage, handling, and distribution of materials and supplies; house service and rents paid for storerooms and office quarters; boxes, crating, and packing materials, and miscellaneous expenses.

Undistributed Freight and Cartage. On materials and supplies shipped directly from the manufacturer or supplier to this company freight, express, and cartage are billed as a part of the cost of the materials and supplies. However, when materials

and supplies are shipped from one supply point, other than the manufacturer, to another supply point and such materials and supplies are not designated at the time of shipment for a specific job, the cost of such freight, express, and cartage is charged to Undistributed Freight and Cartage, and is accounted as a part of Supply Expense.

Supply Adjustment refers to the monthly provision for the change in value of unused materials and supplies and for such adjustment as is necessary on account of shortages or overages not assignable to a specific account. Included in these items of expense are the breakage, leakage, shortage, and wear and tear on materials and supplies, and the overages or shortages in the materials and supplies account disclosed by an annual inventory. These overages or shortages arise not only from overages or shortages in items, but also due to the fact that as material prices are constantly varying, making it impracticable to designate in the daily accounting operations of this Company the exact price at which individual items of material have been purchased, average price lists are made up and are used by the accountants in their daily transactions.

Supply Expense was appraised by the application of an actual performance cost percentage to the appraised cost of material passing through stores as determined from the appraisal of material. The actual performance cost percentage used was obtained from the official records of the Company for the territory under appraisal.

(c) *Labor*—The term Labor as used in these appraisals includes the salaries and wages of every employee of this Company engaged in construction work whose time can be and is charged directly to a specific job, and the salaries and wages of employees of the Western Electric Company in the installation of central office equipment by contract, but not including any factory labor.

The salaries and wages of those employees and officers of this Company whose time can not be charged directly to a specific job are not included as Labor but as Supervision, Engineering, or General Expense. The salaries and wages of employees of contractors other than the Western Electric Company are included in the item Incidentals.

The appraisal of Labor was not made on the basis of the application of costs to each particular Labor operation, since in the normal performance of telephone work it is practically impossible to record such costs and no such detailed record has ever been made. The records, however, do show the labor cost of doing work subdivided into the accounting classifications of plant, and the application of unit costs determined from the records of actual performance as applied to accounting units of plant actually best determines the cost of constructing plant in the manner in which telephone plants are actually constructed. Consequently such recorded labor costs can be, and for the purpose of this appraisal were, resolved into a unit expressive of each account.

(d) *Supervision, Engineering, and Tool Expense*—Supervision, Engineering, and Tool Expense as accounted by this Company, and therefore as used in these appraisals, includes all the items of expense prescribed by the Interstate Commerce Commission under the accounts:

706. Plant Supervision Expense;

705. Engineering Expense;

703. Tool Expense,

which read as follows:

706. *Plant Supervision Expense*—Charge to this account the cost of general supervision of the maintenance and construction of the plant where a separate department of the Company's organization is charged with such supervision. It includes the pay and expenses of the plant supervising officers, such as the general plant superintendent, district plant superintendent, plant engineers and their office and field forces, charged with planning for and superintending the work of maintenance and plant construction.

This account or appropriate sub-accounts should be so arranged as to show in detail the expenses of the plant supervision department as follows: (1) Salaries and wages; (2) personal and incidental expenses of employees; (3) rent paid for offices; and (4) office expenses.

This account should be cleared by charging directly to the appropriate accounts such expenses as can be allocated to particular pieces of work and by charging out the balance on the basis of labor employed in all construction or maintenance work in progress.

Note—The pay of general foreman and foremen in direct charge of jobs should be included in the cost of the job and not charged to this account.

705. *Engineering Expense*—Charge to this account or to appropriate sub-accounts all expenses for engineering so as to show separately the following: (1) Salaries and wages;

(2) personal and incidental expenses of engineering department employees; (3) rent paid for office, and (4) office expenses.

This account should be cleared by apportioning the total expenses to operating expenses and fixed capital accounts on the basis of service rendered, as determined by the actual time devoted to particular jobs or on an equitable basis fixed by the officers of the Company.

703. Tool Expense—Charge to this account all expense for tools (except shop tools and tools carried as supplies unissued). It includes (1) the cost of small hand tools of which no account is kept after issue; (2) the cost of repairing tools; (3) the cost of tools lost or stolen; (4) depreciation on tools taken out of service because of breakage or other deterioration.

This account should be cleared by adding to the expense of repairs and cost of plant installed such amounts as will equitably distribute the total expense for tools.

Plant Supervision Expense includes the pay and expenses of the general superintendent of plant, division superintendents of plant, district superintendents of plant, and their office and field forces charged with superintending the work of maintenance and plant construction. It does not include the pay and expenses of general foremen, foremen, and wire chiefs in direct charge of the jobs, which expense is charged directly to the work accounts.

The total monthly charge to Plant Supervision Expense is allocated to Maintenance, Construction, and Removals on the basis of the percentage relation which exists between the amount charged each month as Plant Supervision Expense and the labor charged to Maintenance, Construction, and Removals during the same month.

Engineering Expense includes the pay and expenses of the chief engineer, division plant and equipment engineers, and district engineers, with their staffs, office, and field forces, when such expense is not allocated to any specific job.

The total monthly charge to Engineering Expense is allocated to Construction, Removals, and Extraordinary Repairs on the basis of the percentage relation which exists between the amount charged each month as Engineering Expense and the labor charged to Construction, Removals, and Extraordinary Repairs during the same month.

Tool Expense includes the cost of small tools which are charged to the Tool Expense account when purchased, the cost of repairing all tools, tools lost and stolen, and depreciation on tools carried in the account General Tools and Implements;

also all repairs to wagons and motor vehicles where such charges are not made to Stable and Garage Expense.

The total monthly charge to Tool Expense is allocated to Maintenance, Construction, and Removals on the basis of the percentage relation which exists between the amount charged each month as Tool Expense and the labor charged to Maintenance, Construction, and Removals during the same month.

Supervision, Engineering, and Tool Expense was appraised by the application of an actual performance cost percentage to the appraised cost of labor of telephone company employees as determined from the appraisal of Labor. The actual performance cost percentage was obtained from the official records of the Company for the territory under appraisement.

(e) Incidentals—The term Incidentals as used in these appraisals includes all those items of cost incurred in the construction of telephone plant that do not come under the definitions Material, Supply Expense, Labor, Supervision, Engineering and Tool Expense, and General Expense as defined in this report and as used by this Company in its daily transactions.

The appraisal of Incidentals was made on the same basis as the appraisal of Labor for the corresponding accounting classifications.

(f) General Expense—General Expense as accounted by this Company, and therefore as used in these appraisals, includes that portion of General and Miscellaneous Expenses, Traffic Superintendence, and Commercial Administration as are properly chargeable to construction. These expenses are defined in the accounting circulars of the Interstate Commerce Commission under the accounts:

660. General Office Salaries.

663. General Office Supplies and Expense.

667. General Law Expenses.

621. Traffic Superintendence.

640. Commercial Administration.

The proportion of General Office Salaries, general office supplies and expenses, and General Law Expenses charged construction are determined on the basis of the percentage relation existing between the total salaries and wages charged construction and the total salaries and wages charged all construction and expense ac-

counts. The proportion of Traffic Superintendence and Commercial Administration charged construction is the actual pay and expenses incurred in the General Traffic and General Commercial Offices respectively on account of engineering of new construction.

General Expense was appraised by the application of an actual performance cost percentage to the appraised cost of the sum of Material, Supply Expense, Labor, Supervision, Engineering and Tool Expense, and Incidentals, as determined from the Appraisal Total. The actual performance cost percentage was determined from the official records of the Company showing the cost of General Expense and corresponding cost of construction.

(g) *Omissions*—In an inventory and appraisal of a plant of the nature and character of a telephone plant it is not possible to obtain the number of physical items exactly. Omissions are incurred in general due to property not counted or computed or clerical errors in assembling or transcribing. It has been the experience of engineers on inventories made at various times that invariably there are items omitted which should have been included. The chance that there is an overage in quantity has been found to be slight. Furthermore, such errors are not compensating and must therefore be allowed for.

The item of Omissions was appraised by adding to the appraised amount in each accounting classification a suitable percentage of that amount. This percentage was based upon judgment and experience gained in inventorying large amounts of property and upon the methods pursued in taking the inventory.

Construction Losses—In constructing telephone property it is necessary to purchase and handle a greater number of the various items of material than finally appear in the completed structure. These Construction Losses are occasioned due to various causes such as the cutting off of the ends of cable in testing and splicing two pieces together and the breakage and loss of items on the job.

As these items are reported by the field forces the same as plant actually constructed, they enter into the reported units of plant and thereby affect the unit cost of plant as determined from an analysis of records. That is, if it is necessary to

purchase 306 feet of cable to place in an underground section of 300 feet and allow enough for testing and splicing, the 306 feet of cable would be reported as the amount of cable placed, while 300 feet would be the amount that would be inventoried at the completion of the job. If the complete cost of this section of cable was \$306, its unit cost determined from the recorded amount would be \$306 divided by 306 feet, or \$1 per foot. Then if the unit cost of \$1 per foot were applied to the inventoried length of 300 feet, the appraisal would total but \$300, while the cost was \$306.

Accordingly, in appraising the items of property inventoried by the use of actual performance costs it is necessary to provide for Construction Losses in order that the cost units may be applied on the same basis as they are actually incurred.

The proper allowances for these Construction Losses were determined in each classification of property by engineers and foremen experienced in the design and construction of that type of plant.

C. E. FLEAGER.

"How to Get On"

Never work overtime; keep your eye on the clock;

Be no slave to a futile vocation;
Tell the boss you had rather jump off the dock
Than perish from nervous prostration.
Do just as much work as you should do,
And quit when you feel you are tired.
I know a young fellow who held to this view,
Although he was recently fired.

Look out for yourself, let the boss do the same;
Make a fuss at the wages he pays you.
If he wants you to take a real part in his game
The best thing to do is to raise you.
I know a young chap who refused any task
That he didn't find easy and pleasant.
"And where is this gentleman toiling?" you
ask.

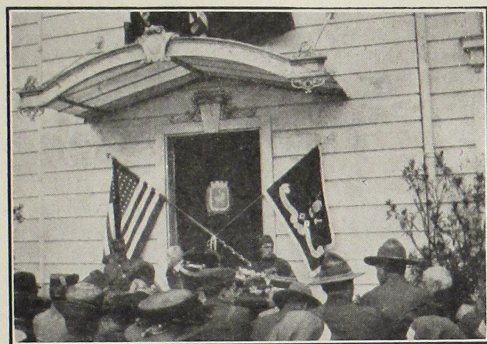
Well, the lad isn't working at present.

Complain if the boss has an automobile
While you have to ride on the trolley;
Inform him each day that you certainly feel
That doing mere clerk's work is folly.
I know a young fellow who follows this course;
All he needs is a spur to ambition,
And then he will sail in and work like a horse,
But he can't seem to get a position.

The statue of "Electricity" on the top of the Telephone Building at 195 Broadway, New York City, is twenty-four feet high and weighs sixteen tons. It is 434 feet above the street level.

War Correspondence

Our flag is there. In the MAGAZINE of October, 1917, we showed a photograph of the battalion flag presented on September 24 of that year to the then Eighth



Telegraph Battalion at Monterey. Above is a photograph of the same flag unfurled for the first time in France at a Fourth of July ceremonial held at St. Germain-en-Laye. At the moment of the picture M. Leprou, Maire, is addressing the gathering. The Americans in uniform before him are members of Company D of the 411th Telegraph Battalion.

In a recent number we stated that Lieutenant H. U. Linkins, in the Marine Service, had been given important overseas duties on the staff of Admiral Sims. Extracts from a recent letter from Lieutenant Linkins follow:

MY DEAR MR. PATTON: I am forbidden to name the ship we sailed on, but her number was 515. Anyway, a name does not make much difference, but she was a good-sized ship, with a famous old skipper, and in peace time her sailing would have made some small stir. Before the war, I imagine there would have been crowds of relatives and friends at the pier to say good-bye or farewell to all departing travelers, and steamer baskets, rugs, trunks, etc., going abroad in streams; there would have been an interesting bustle and a grand rush as they drew away from the dock in the midstream and down the Hudson for their long hike overseas. The pier-head would have been alive with waving handkerchiefs and all the decks would have been lined with passengers shouting back farewells to those they were leaving behind. Instead, our departure was quite different, as we slipped away almost as if we had done something wrong; there were no waving of handkerchiefs, no good-byes on the gang planks, no grand rush to get back to the dock from the ship when the shore bell sounded. To reach the dock we passed through barbed wire entanglements and sentries standing with fixed bayonets at all door-

ways. None but travelers who could present passports were allowed beyond the barbed wire, and Vick and I said good-bye to our friend the taxi driver at the guarded gate. Alone and unescorted, each one of us went soberly over the gang plank, not to come ashore again on the American side for some time, and, as I said before, it was not until several hours later that our long journey really began, as the 515, like a big grey ghost, slid away from the dock as quietly as might be, out of the Hudson and down the stream just as the sun was setting on New York's wonderful skyline, which I hardly need say was quite a treat to me. As for the first legs of the trip, they were much like any other sea voyage, except that the ship was painted in war colors and loaded with troops and officers of both army and navy instead of civilians. We traveled in a convoy with several other ships and numerous cruisers to guard us on the way. Our ship was quite full of officers in the first cabins, whereas the steerage seemed to be packed with khaki troopers from the Middle West who had never smelled salt water before they embarked. There were very few civilians on board, much less than one might have found sailing for Europe before the war, as in these times only civilians having urgent business abroad venture the trip. Cooley and I sat at the captain's table, which was fairly typical of an officers' mess, as it consisted mostly of high ranking army files, with but one lady and the captain from civilian life. There were very few women on the passengers' list and these were all Red Cross nurses bound for England. Except for a touch of seriousness about the daily lifeboat drill and the regimental discipline when the troops were drilling on the open deck space, there was at first nothing about the trip to distinguish it from any other voyage. Strangers got acquainted with one another and swapped views on politics, religion, and principally the war. Flirtations started with the nurses and ripened furiously, resulting in several nice little parties. Twice a day the regimental band played, and once a day upon the bridge the second officer shot the sun. At night we were in a darkened ship from the outside, with heavy shades over our port-holes and thick draperies over our doors and only dim lights burning in the passageways and cross-halls, so that every odd corner on the deck or within was as dark as night. It took some time to get used to being in a state of darkness, but we had plenty of time to become accustomed to it, and if we did not like the darkness we could go to bed. A good many people retired from the ship society on the trip from New York to her first stop at Halifax, two days out, where we picked up the rest of our convoy, for a good reason. Personally, I did not, as I missed only one meal during that portion of the trip, missing it, I might add, shortly after I had eaten it. I have been seasick several times since and have never yet learned to care for the sensation. Well, everybody was feeling great when we dropped anchor at Halifax. It is a wonderful

little harbor and in the background one can still see the results of that recent terrible explosion and the foremast of the Belgian relief ship that was responsible for the disaster. There were also grouped around us the remainder of the ships that were to make up our convoy, all camouflaged in some of the most peculiar ways, with hardly any two ships alike. We finally got under way some hours later. It was a wonderful sight to see all the convoy pulling out. The first to lead the way was a British converted cruiser, the next to follow some 400 yards in the rear was the —, of about the same tonnage as our ship, with about 2000 Chinamen on board bound for France to work in the fields. The next in line was one of the largest American ships on the East coast, loaded with army troops; she was the largest ship in the convoy. The next to follow was the 515, on which I was one of her many passengers, and naturally had a great deal of respect for her. The rest of the convoy was made up of troop ships somewhat smaller than the 515 and carrying about the same number of passengers. The last to leave port of the long line was the U. S. S. —, a regular cruiser of the good old U. S. N., with her "Stars and Stripes" flying in the wind and all her big guns bristling in the sun. It made us all feel much safer to know she was to be included in the convoy, although we knew she was not to be the flagship. However, we were well under way at sunset and things went on very much as they did on the first part of the trip, except, of course, that it was somewhat more cheerful as the people got to know one another better. Together with this and the daily increase in boat drill and the different concerts on board, which were most welcomed by all, the days and nights were really quite short. After several days of this we finally reached the so-called "danger zone," where the convoy started on a zigzag course. The passengers were all requested to wear their life belts and to sleep in their clothes. This was quite funny. Some people went very much to the extreme, while others were nearly frightened to death and did not go to bed at all, others slept on deck in steamer chairs, and others paced the deck all night. Personally, I did not have much choice in the matter, as when we reached the danger zone I was requested to stand a submarine watch. Can you imagine a Rocky Mountain sailor like myself and Cooley standing such a watch? Our skipper no longer came to the saloon for his meals; he lived on the bridge, ate there, and I think slept there, what little sleep he had. Standing on the bridge all muffled in his heavy clothes and oil skins, he looked far more heroic than he did in his naval blue uniform, sitting at the dinner table, but by repute we all knew him as a man who had gone through one torpedoing with great credit to himself, as well as several other narrow escapes, and we naturally valued him accordingly and put our faith in him and his crew, not to mention the submarine watch, of which I was one of the best little owls in the outfit. Everybody soon got accustomed to the submarine zone and there was not much fear aboard; if there was

any, I did not notice it. There was a certain amount of uneasiness betraying itself in various ways, although we all made more jokes of the submarines and the possible perils than was natural. Much to our surprise, one beautiful afternoon, a squadron of English destroyers were picked up on the horizon; it was not long before they were in full view. Every one seemed to give a sigh of relief as they drew nearer and nearer, as by this time the cruisers had turned back, knowing that the T. B. D.'s would soon pick us up. However, we were mighty glad when the little black forms came in view, as we all knew our chances were getting worse every hour now that we were within a few hundred miles from the English Coast. The T. B. D.'s afforded us quite a lot of amusement as they turned round and started to work in what may be termed "a running sea." Our ships at this time were four or five abreast, in quite a number of columns, and the 515 led the way for a zigzag course, with T. B. D.'s on all sides and ahead. It was really quite funny the way they played around just like a lot of little puppies only a few weeks old. This they kept up all through the remaining days and nights. We were soon within 100 miles or so from either the English or Irish coast, at which time we made a wild dash for — through the Irish Sea. We were then advised that we were in the most dangerous part of the trip and that the hazards would increase slightly as we got further in, also that we must keep a very sharp lookout and report everything in sight to the little old skipper on the bridge below. However, nothing exciting happened, except that a recent wreck made everybody sit up and take notice. After a very strenuous few days our journey ended and we dropped anchor in — about 6 p. m. All afternoon we had sailed through the Irish Sea, around the southern coast of Ireland, with every one at the life boats and with their life belts on. Thank goodness we did not have to use them, as from what I can understand, at that time the Irish Sea was alive with German submarines. It was beautiful going up the St. George's Channel, with all the green hills of Ireland on one side and the coast of England on the other. We had dinner on board, expecting to go ashore that evening, but much to our surprise we laid amid stream all night. We finally docked the next morning and went ashore, at which point transportation was furnished me for my present location, via London, Kingsbridge, Dublin, and Cork. What I saw of England, and especially of London, was quite interesting. As a matter of fact, the whole trip was quite an education, and many times I have thanked you and my friends in the Pacific Company for helping to make such a wonderful trip and experience possible.

When I arrived in London I received additional orders to proceed to Ireland as aide for communications on the staff of the commanding officer of the U. S. Naval Air Stations, Ireland, and where I have been ever since, except for occasional visits to England, especially in London, for instructions purposes. I am sorry I can not give you any details regarding communications facilities, but you can rest assured

that nothing has been left undone, and it is my personal belief as well as that of many others that the stations here are further advanced in this connection than those situated at other points throughout the war zone. I have had considerable dealings with the telephone authorities here, who, by the way, are the post-office people. I was very much surprised to learn how far behind the times communications are over here, that is, from a land wire standpoint. They do not put much faith in loaded circuits, and to the best of my knowledge, there is only one in use, and I am sure all the coils are magnetized. Incidentally, they use lump loading, which usually is located in a span between the poles. As for transpositions, they are rarely seen, and in no place do they use circuit heavier than 150 pounds. Consequently it was quite impossible to talk from the northern to the southern part of Ireland until one of our circuits was constructed, using heavy copper and eliminating cable and central office losses where possible, thanks to my early training with the Pacific Company. Land wire work, however, is a small portion of my duties, as the radio end of it now takes up most of my time, since the land wire work has been completed. Within the last month or so, since I have developed a fairly good communication organization, I have been made aide for military operations. Of this I am also unable to tell you much about. As military operations largely depend on communications, they work together nicely. Military operations lay out all seaplane patrol areas, trying to cover the track of the submarines from the time they leave the German coast for operation in these waters. You would be very much surprised to see how this is done, but it is quite possible to track them from the time they leave the German base until the time they start on their return trip home, if they ever get there! This work is quite interesting and affords considerable excitement at times.

I have not seen much of Cooley since I left him in England when he was headed for France. To the best of my knowledge he is doing some land wire work along the French coast, but never says much about it in his letters, so I assume he is getting on very nicely, and I expect he is due for another half stripe shortly. As for myself, it will very much surprise me if it comes along, as I do not expect it since my salary has been increased somewhat, due to sea service and the fact that I am drawing flying pay. Summing up the whole thing, I consider myself very fortunate and am very well satisfied. I suppose things in San Francisco are running along with the usual amount of new work and developments, but nothing that can compare with the old transcontinental days which I shall never forget, together with the long distance wireless telephone tests, which experience I am very grateful to you for. Incidentally, my short experience with wireless telephone at Mare Island has helped me out considerably over here; it is about the last word in communications with respect to that used between seaplanes. There are many things I would like to tell you about, but it can not be done, as I know it would never

pass the censor, and further know that it would not be the right thing to do if it would pass. I will have some interesting accounts for you upon my return which, in my estimation, is a long way off. The weather over here has been very nice this summer, but never too warm to wear winter clothes. I have had several occasions to go from one end of Ireland to the other, and the old saying about Ireland being God's own chosen spot is true, for I have never seen such wonderful scenery in all my life, but the Irish beauties must all be in America, as I have seen none over here that look like vampires.

I understand quite a number of the A. T. & T. men are over in France with the army, and I have the address of several located in Paris, some whom you are well acquainted with, especially one who is doing some good work along the research line. I expect to get over that way some time soon for instruction purposes, and when I do I will surely look him up to give him your kind regards.

I guess I have told you all I safely can, hoping you will drop me a line when you have the time, giving me some data perhaps through the MAGAZINE on the work of some of the rest of the Company's men in France. Please give my kind regards to Mr. Nowell, Mr. Fullerton, Mr. Teague, and to all the boys in the Engineering department and pass this note round to those who you think are interested.

Sincerely yours,

H. U. LINKINS.

A. L. Kurtz writes to friends as follows. Mr. Kurtz was formerly in the office of the Division Superintendent of Plant at San Francisco:

DEAR FOLKS: This last week has been a very busy one for me, but has not contained any sudden changes or surprises such as the previous weeks were so full of. Monday I went out for my first day's work on the surveying crew and have been at it all week. We are all pretty soft after the life on the two boats, but this week has done a lot to put us back in shape. The weather has been so beautiful and the country is all so green and pretty that you come in from a day's work feeling as if you were well paid if you never got a cent for it.

We have a great many on the sick list and have our Company represented everywhere we have been, in the hospitals. We left one at Monterey, one at Panama, one (Harold Northup) at Camp Merritt, and two at the barracks where we were sent when we first landed in France. (Those last two mentioned joined us again yesterday.) Now we have Bill Labeau, one of our lieutenants, and a dozen others in the hospital here. Mumps, measles, sore throats and bad colds seem to be the main complaints, though none of them are very serious in our company. Bill had a case of tonsillitis, but he is much better now. Bruce and I went over to see him last night. In the bed next to him a nurse was dressing the burns of a gas patient (198 of them were brought here last week to recuperate). He

was badly burned and both eyes were closed, but the nurse said his eyesight would not be injured. The Germans have some new diabolical gas that is the worst yet. I wonder if the poor boobies think they can win with all their barbarous gases and other inventions. If they could get just one glimpse of all that is going on over here they would see the hopelessness of it. There is nothing it all reminds me of so much as the Panama Canal. I'm glad I saw the canal, for that is the only way a person can ever realize what a tremendous undertaking it was. But they went at it in a big way and finished it and we'll do the same thing over here.

We have a large number of trucks and motorcycles with us again, though not nearly as many as we had at Monterey.

The surveying gang—we really are not doing any instrument work at all but just laying out the line along a road—is in charge of Lieutenant Shelton (did I mention that he received a commission as second lieutenant at Camp Merritt?), and Jim Chamberlin is in charge of the work when the lieutenant is not there. The job does not amount to a great deal, but I like the outdoor work and enjoy the opportunity it gives us of seeing different little towns and getting a chance to observe the customs of the people.

Saturday our line took us through two small villages. All the little towns in this district look about the same. All the houses are stone, usually with slate roofs. Adjoining the houses are sheds or barns, also of stone but nearly always having a thatched roof. The streets are narrow and crooked, with very narrow or no sidewalks. The stores are small and in most towns consist of a *boucherie*, or butcher shop; a *boulangerie* (bread shop), and a large number of *buttes*, or wine rooms. Bread only is sold at the bakeries—no pies, cake, or pastry. The bread is dark, almost like rye, and tough, the crust especially needing teeth like a rock-crusher to masticate it. We have it at camp quite often. It seems funny to see people coming out from the *boulangerie* with a loaf three feet long and from eight to twelve inches wide, or a big round loaf eighteen inches in diameter under their arm. It is never wrapped, possibly a war measure to save paper, which seems to be very scarce over here.

Two more things are very prominent in every village you go into—the church and a house, usually the best looking in the place, bearing the sign "Lemaireie." The mayor is a big man in the village and reports direct to the government at Paris. At least that is what I've been told. I'm not an expert on French politics yet. The churches are large stone buildings, built all on the same model, it seems, and bear dates of anywhere from 10 years to 200 years ago. There are many little roadside shrines along the road with a cross and a stone where the religious may jeopardize their knee-caps. I have seen plenty of shrines but no shriners. Now I suppose you want to know all about the inside of one of these French churches. I have been but three Sundays in sunny France. The first I spent behind iron gates and stone walls twenty feet

high. The second I spent on K. P. I forgot to mention that lovely piece of news when I wrote last Sunday, as I'm so used to being handed something like that on Sundays or holidays that I am really uncomfortable when I do get a Sunday off. Today I had to get up for reveille, but I went back to bed again and stayed till 2 o'clock. The rest sure made me feel fine and I'm ready for another hard week on the job.

This is strictly a farming district we are in here, but what a difference from our farms! They are very well cared for, but are small and irregular with dirt fences or hedges running in all directions. A French hedge has barbed wire skinned forty ways. They look innocent enough and you wonder how that little bunch of shrubbery four feet high and about two wide could ever be expected to keep anything out, but just try and break through one once and your tune will change. Of all the wicked, thorny, stickery plants in the world, I think these French farmers have selected the worst.

Nearly all the farm work is done by women or old men. Scarcely any young or middle-aged men are to be seen except in uniform. The country and the people show the effects of four years' war. Plowing and all sorts of hauling and farm work are done by cows. I have also seen a bull and a steer yoked together pulling a plow. Horses are scarce and all of them are old and unfit for work at the front. A few days ago I saw an old man going to town with a heavy cart pulled by three dogs. You see some queer sights. I can never get used to the sight of cows yoked up and pulling a plow or cart. They are fastened together at their heads with heavy wooden yokes and hold their heads very low. The look in their eyes is pitiful and it seems as if they are protesting at the unfair treatment. Surely the humans are not the only ones to suffer in this terrible war.

The farms and gardens are well kept up and the soil is fertile, though very heavily fertilized. Everywhere there is a lack of modern, up-to-date methods of doing things. Modern farm machinery and apparatus of all sorts are entirely absent. They carry water long distances from wells; they burn faggots and trim the trees off clear to the top to get their little bits of firewood. The women are sewing or knitting while tending a bunch of sheep along the road somewhere; for washing clothes, they sometimes carry them long distances, then get down on their knees and scrub them on a flat rock at the edge of the water. You know what a back-breaking job scrubbing a floor is without a mop. That is the way they do everything—the way it was done by their fathers and forefathers. They surely are a hard-working, industrious class of people, but lacking in the get-up that our country people are coming to have.

Saturday: This letter was started last Sunday, but for some reason I did not finish it, and now I will add the history of another week onto it. We are still doing the same kind of work and every day finds us working a little farther from our camp. Tuesday morning we passed by a farm house and the lady

insisted on the whole gang coming in for a cup of coffee. She served it in wine glasses and mixed it with a little rum. It tasted very good, especially as it was a very cold morning. It seemed like scant hospitality, but absolutely all she had in the house was coffee and black bread. Black bread and wine are what these people are living on mostly. The woman seemed very enthusiastic over the Americans. We had one fellow with us who spoke French, and of course all the conversation was between her and him. She brought out an American flag and the picture of a soldier (U. S.) and she kissed the flag with tears in her eyes (slow music, professor). Our interpreter told us that when the American troops first landed in France a young American had been on a mission from a nearby port to some interior town (the one where we are camped, to be exact), and had got lost. He landed at her place about dark and she put him up for the night. He afterward sent her the flag and his picture. She has two sons at the front, one of whom was wounded badly but is still at the front. She looks on the American troops as the saviors of France, as indeed do many of the people.

This week we struck another village which is notable for a most beautiful church. It is all stone and has a steeple which fairly towers into the sky and is a work of art in itself. When I looked at it I recalled things I had read of the delight the Germans took in shell-ing such structures. I must admit it would offer a most tempting mark if it were near the front, for it can be seen looming up for miles from every direction. I purchased some postals of the village and an inside and outside view of the cathedral. I'm sorry I can't send them out, but it is against the rules. I'll have a collection to bring home with me, however.

This village is located on a river and a lot of building and other work in connection with the war is being done by the French. They are working a gang of German prisoners here, and of all the lazy, worthless bums, these Boches are the worst. The French guards lie around in any place they can find that is out of the wind and fairly comfortable and let the prisoners do about as they please. We all agreed that we would like the job of guarding those birds for a few days. We'd raise the batting average on the job, believe me.

If you could see me now you might think I was some sort of a convict myself, for I had a pair of clippers run over my dome and now I look like a peeled onion. But I'm afraid I had that job done too soon, for ever since it has been rainy and stormy and cold and I sometimes wish I had my wool back again. It will be fine when the warm weather comes, though. It is spring over here now, but not quite as far advanced as California at this time of the year. There are not nearly as many kinds of wild flowers as in California and what they have are different.

They are having a big drive at the front now, but I suppose you get as much news of that as we do, perhaps more. We get some of the details from Americans who come in here wounded. It is not going to be the easy job

a lot of people over there thought it was. But I guess there is no use writing about the war, for any real news would be censored and the papers probably tell more than I could.

LEICESTER.

Private Hutchings, formerly of San Mateo, writes as follows:

EDITOR OF THE PACIFIC TELEPHONE MAGAZINE:

I just received a MAGAZINE, the June issue, from Mr. Willis, who is at San Mateo, where I formerly worked, and I can tell you that I certainly was very glad to get it and hope that he or some one in the office continues to send it. Not boasting about the little San Mateo office, I might say that as far as I know, four of its employees are in the service and one contemplating entry, so that is not so bad.

In getting the hospital into shape all kinds of work had to be done, so our civil employments were listed and then we were put to work. Immediately I worked on electrical work and later on assisted some Signal Corps men to put in a telephone system, and believe me, it was like old times. The Signal Corps boys were Eastern boys, but all former employees of some Bell Company. Western Electric material is scarce, so we have represented in the equipment and plant America, England, and France, and like the nations, work together in perfect harmony.

The place in which the hospital is located is very beautiful and during the summer months throngs with visitors, it being a pleasure resort, abounding with mineral waters, which, of course, is the main attraction. In the park, which is surrounded by numerous magnificent hotels, are the mineral baths and fountains, and also an old Roman bath built by Julius Caesar. A casino and theatre also constitute the rest of the buildings in the park, and an orchestra plays morning and afternoon. Though I love music, a good old jazz session by some of our boys sounds pretty nice. We have a fine orchestra and we have done considerable entertaining around this part of the country. On the Fourth of July we gave an entertainment for the patients in the theatre previously mentioned, and owing to the size of the theatre and the number of patients, had to give the show again on the afternoon of the 5th. Last evening a number of Western officers were entertained by our officers, a great number being Californians, so an appropriate programme was arranged. Our orchestra opened up with "I Love You California." I managed to squeeze in and sang "My Little Grey Home in the West," and we have some chaps who play Hawaiian music beautifully, hence they received much applause. During the evening a French officer who had accompanied this Western contingent spoke very well of them and we Californians, in fact all the Western states might be proud of the compliment he gave us, saying that so far we have been or rather have made the best impression of any of the troops that he has seen.

Since we have been stationed here we have been treated very well by the people, many of the boys, including myself, have made friends

of families who have made us one of them, treating us with kindness, so glad to have us. Usually it is very difficult to be admitted into the family, but the impression made by the American boys has given the French people every confidence in us and their kindness is appreciated by us, as one is apt to get lonesome and blue when so far away from loved ones as we are. Mail and entertainment during spare time are about the only things that keep away that horrible lonesome and homesick feel-

ing. Well, the Americans, French, and English have of late not been letting Fritz have much rest. The offensive of the Americans having been successful, the British and French are certainly stepping right after them. The wounded we have here I must say are splendid, and it does one good to meet real men, to have gone through what they have and come out smiling. Well, I must conclude, with best regards.

Sincerely yours,

PERCY G. HUTCHINGS.

Telephone Service in the Philippines

We are advised through the press of the great prosperity now evidenced in the business centers of the Orient. Manila, the principal city of the Philippine Islands, is showing a wonderful expansion in industry and activity. It has a population of 350,000 and under the direction of the United States authorities has developed into a modern, cleanly, enterprising, well-governed metropolis.

A few facts in regard to the telephone situation in the city may be of interest. Up to the year 1903 the system, composed of about 400 telephones, was the property of the Queen of Spain and was operated under the direct supervision of the local Spanish Government. During that year it was purchased by the Philippine Telephone and Telegraph Company, which now operates in the city proper and renders service to 7500 subscribers. There are four exchange buildings in the city. There is some outside toll business, but this is entirely under the control of the United States Government and the service is maintained principally for various military posts outside of Manila.

One hundred and twenty-five telephone operators, young women and boys, mostly Filipinos, are employed. Each operator must understand three languages, Spanish, English, and the native Taglog. Five American traffic supervisors are employed. The combination and construction people are all native Filipinos, but the forces are supervised by ten Americans.

There is very little overhead construction in the city on account of the rapid depreciation attendant upon local climatic conditions. The company, through reasonable arrangements with the city, avails itself extensively of city fire alarm and police poles. The apparatus is entirely of Ameri-

can Bell design, supplied by the Western Electric Company.

The labor situation is a matter of some concern to the telephone management, as the "manana" spirit of the tropics is reflected in this industry as well as all other lines of activity. A small accumulation of wages by the ordinary employee in the tropics quite frequently means an indifference, while the surplus lasts, to any contractual relations of service. This is met somewhat by the payment to telephone people of from 15 to 20 per cent more in wages than is paid in ordinary business lines.

The president of the company is Louis Glass, for many years connected with telephone interests on the Pacific Coast. W. Z. Smith has been manager of the company for the past five years. Mr. Smith is a graduate of the electrical department of the University of California and before his departure for the Philippines worked in different capacities for The Pacific Telephone and Telegraph Company on the Coast.

As a frontispiece for this number of the MAGAZINE we show a photograph of the switchboard in the Main Office at Manila.

Mrs. Jones rushed into her neighbor's and asked if she might use the telephone.

"What's the matter?" asked the neighbor.

"I want to send for the doctor for my husband!" panted Mrs. Jones.

"What's up with him?"

"He tells me he has got hepatitis, dyspepsia, rheumatism, enteritis, gastritis, appendicitis, nephritis, and cerebro-spinal meningitis!"

"Where did he get all that?"

"Why, a man induced him to buy a medical dictionary, and he's just begun reading it!"—*Pittsburgh Chronicle Telegraph*.



Northern



Miss Lucille Cameron has recently joined the manager's office, Portland, Ore.

Miss J. Olsen, night chief operator, Portland, was married in September.

Battease L. McClain is a new member of the business office, Portland, Ore.

Miss Margaret M. Kremer has resigned from the business office, Portland, Ore.

Miss Helen Redfield of the Portland Main Exchange has resigned to be married.

Miss Hazel Mae Blackburn is a new addition to the business office, Portland, Ore.

Miss E. Foster, operator at East office, Portland, has been transferred to evening supervisor.

Miss Violet Goff, operator at Portland Main Exchange, has been transferred to evening supervisor.

Miss Dorothy Larson of the Portland Main Exchange has been transferred to the plant department.

Miss Gladys Farnsworth, formerly of Stockton, Cal., has been transferred to Bend, Ore., as operator.

Division Superintendent of Construction J. F. Lowrie was a recent visitor at the Astoria Exchange.

John S. Brennan resigned recently from the business office, Portland, Ore., where he was employed as salesman.

Miss V. Dahl, supervisor at East office, Portland, has been transferred to the training school as instructress.

Mrs. N. Pasquay, formerly a clerk in the Plant department, Portland, has resigned and will go to New York.

Miss Ebba C. Nelson has succeeded Miss Annette P. de Courcey in the office of the Portland district cashier.

Miss Marie Strong, cashier at Tacoma, has resumed her work following an absence of fourteen weeks due to illness.

Miss Mary Jones of the Portland Main Exchange has been transferred to evening chief operator at the Columbia office.

Misses Susan Vanderburg and Lettie Collier have resigned to take up nursing. Both have signed for overseas service.

Clifford Angelo Torgerson, salesman, Portland, Ore., recently joined the army and is now stationed at Camp Lewis, Wash.

Miss Gertrude Johnson of the Portland Main Exchange, has been transferred to evening chief operator at Sellwood Exchange.

Norman S. Galloway, for a number of years collector at Portland, Ore., has resigned. He has been succeeded by Earl L. Duckworth.

Miss Loretta McCarrick, supervisor at Broadway office, Portland, was married September 21 to Private Raymond Shillinger, Vancouver Barracks.

During the absence on furlough of Miss Evelyn Motschman, assistant district cashier, Portland, Miss Hazel D. Reed will assist in the work in the district cashier's office.

Miss Alma Forkner is a new member of the business office, Portland, Ore. She was formerly in charge of the business office of the Newberg Telephone Company at Newberg, Ore.

Miss Sadie Whitfield, who has been chief operator at Bend for the past two years, has resigned and returned to her home in Seattle. Miss Frances Steidl has succeeded Miss Whitfield.

On August 31 Miss Ethel M. Rice, clerk in the office of the division superintendent of traffic at Portland, was married to Sergeant Asa Verne Jewell, U. S. A., who is at present stationed at Clatsop, Ore.

Word has just been received that Walter F. Harris, formerly salesman at Tacoma, has arrived overseas. Mr. Harris enlisted with the Signal Corps on July 5 and during his short period of training was stationed at Fort Leavenworth.

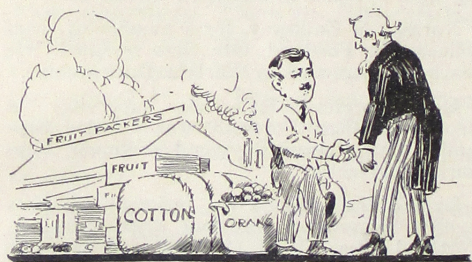
J. A. Halliday, district commercial superintendent, Portland, was one of the colonels having charge of the Fourth Liberty Loan drive in Portland. It is needless to say that Colonel Halliday's division was a prominent factor in the success of the drive.

Miss Ferne Blackburn, clerk in the district traffic office, Portland, was married September 22, 1918, to Sergeant Julius N. Paulsen, United States Army. The wedding took place in the parlor of the Sunnyside Congregational Church. Only relatives and a few intimate friends were present.

P. Bacon, supervisor, Unit No. 1, Portland, has been re-elected Grand Knight of the Portland Knights of Columbus. Inasmuch as it has been customary not to re-elect a Grand Knight, but to elect the officer next in line as the successor, Mr. Bacon is being heartily congratulated on both his election and the successful way in which he administered the office the past year.

A pleasant evening was recently spent at the home of Miss Orpha Hauck by the operators of Bend, Ore., for Miss Mary Caleen, who has been at Bend for a year and has been transferred to Vancouver. The evening was devoted to games and music and an informal good time. At a late hour delicious cake and ice cream were served. Miss Caleen was presented with a cut glass dish from the guests as a small remembrance.

Southern



Miss Mamie Griffiths has been appointed cashier at San Pedro.

Miss Eula A. Wilson, operator, Colton, was recently married to Guy Sawyer.

E. A. Beard has accepted the position as manager at the Anaheim Exchange.

D. A. Manning, manager, San Luis Obispo, was a recent visitor in Los Angeles.

Miss Salmon, operator, Fair Oaks office, Pasadena, has been transferred to Oakland.

Miss Harriet Combs, long distance operator, Long Beach, was recently married to Mr. Richart.

Miss Hazel Willis, operator, Ventura, was recently married to Private Roy Hamilton, U. S. A.

Paul McCarthy, office salesman, San Diego, was recently married to Miss Irene Friedman of Los Angeles.

Miss Mabel Page, school principal, operators' school, Pasadena, has resigned to return to Stanford University.

Miss Mabel Ross, evening operator, Hillcrest office, San Diego, has been transferred to the Long Distance office.

Lorraine Lee, junior evening operator, Main office, San Diego, has been transferred to the Long Distance office.

Miss Nettie Mozier, operator, Placentia, has accepted the position of evening chief operator at the same exchange.

Miss Gladys Thompson, operator, Main office, San Diego, was married in September to John Harris of that city.

Miss Nora Mitchell, junior evening operator, Main office, San Diego, has been transferred to the Long Distance office.

Miss Dorothy Schwab, evening operator, Hillcrest office, San Diego, has been transferred to Long Distance office.

Miss Marion Abbott, operator, Fair Oaks office, Pasadena, has resigned to return to the University of Southern California.

F. H. Blatz, collector, Pomona, left with the last draft contingent for Camp Kearny. He has been succeeded by C. C. Trisler.

The Misses Helen O'Brien and Marie Briggs, evening operators, Main office, San Diego, have been transferred to San Francisco.

The following operators have recently been added at Santa Ana: The Misses Loudell Maguire, Jessie Huff, and Emilie Intorf.

Miss Nellie Granger has been transferred from Camp Kearny office and is now an evening operator at Main office, San Diego.

John Kennedy was recently added to the Commercial department, San Diego, succeeding W. R. Rohrer, who left to enter college.

Miss Josephine Harris, evening operator, Main office, San Diego, was recently married to Robert Poston of the Western Electric Company.

Miss Mary Purviance, night operator, Santa Ana, has been transferred to Bakersfield. She has been succeeded at Santa Ana by Miss Lola Swartzbaugh.

The Misses Mildred and Ethel Martin, employed as local operators in the Riverside office for the past year, are leaving the service to attend college.

Raymond M. Wansley, formerly in charge of government accounts, San Diego, and who recently joined the Naval Reserve, has been transferred to the Officers' Training School, Chicago.

Miss Florence Smail, chief operator, Main office, San Diego, was married to Gard G. Smith of the Twenty-first Infantry, Camp Kearny, in September.

Miss Donnie Smith, formerly a Riverside supervisor, who has been employed at the Mission Inn for several months, is again in the employ of the Company as toll operator.

Mrs. Collings, chief operator, Anaheim, has accepted the position of chief operator at Riverside, succeeding Miss Bertha Mattoon, who has resigned on account of marriage.

Mrs. Myra Luzier, chief operator, Placentia, has resigned from her position to attend the University at Berkeley. She has been succeeded by Miss Bertha Schaller, formerly evening chief operator at the same exchange.

The Misses Luella and Phyllis Barnden, who have been employed in the Riverside office as long distance evening operator and junior evening operator, respectively, for the past year, have been transferred to Santa Barbara.

M. M. Perret, manager, Ventura, has joined the soldier boys at Camp Kearny. He wears a handsome wrist watch, a token of the regard which his Ventura County associates have for him. "Sam's" pleasing personality and capacity for co-operation have endeared him to all who knew him. He goes with their sincere wishes for a successful trip "over the top" and a safe return to Sunny California.

Miss Helma Greenlund, formerly evening chief operator, Riverside, has joined the telephone unit of the Signal Corps and is now on her way for service in France. Miss Greenlund was placed in charge of a unit of six girls from San Francisco to New York. Upon arriving there, she was appointed as one of the four who are in charge of eight girls each, under the supervision of Lieutenant Packard, from New York to "Somewhere in France."

This story appeared in a recent newspaper in the Southern Division:

"It is customary in all country towns where there are telephones to have cranks on the side of the telephone by which one calls central. A Willows drug store proprietor has a pencil sharpener attached to the top of his telephone. For several months past he has been having a lot of trouble with the thing, and considering the use he gives it, he figured there was something wrong. By careful watching he finally found that visiting farmers, whenever they used his telephone, always gave the pencil sharpener several twists and if the operator didn't answer in a hurry they'd twist the handle some more. There is one Willows drug store minus a pencil sharpener now."

Southern California Telephone Company

Miss June Ludwig, operator, Broadway office, Los Angeles, was recently married.

Miss Helen Collier, operator, Broadway office, Los Angeles, has resigned to be married.

Miss Ethel McConnell, supervisor, Pico office, Los Angeles, has resigned to be married.

Miss Evelyn Pennypacker, operator, Pico office, Los Angeles, has resigned to be married.

Miss W. Rendleman, operator, Main office, Los Angeles, has been transferred to Vermont office.

Miss May Pollock, operator, Main office, Los Angeles, has been transferred to West office.

Miss Norma Lindsey, operator, Olive office, Los Angeles, has been transferred to Bakersfield.

Miss Irene Cayce, operator, Olive office, Los Angeles, has been transferred to Hollywood office.

Miss Irene De Ball, evening operator, Hollywood office, Los Angeles, has resigned to be married.

Miss Gladys Chort, operator, Alhambra, was recently transferred to Garvanza office, Los Angeles.

Miss Lillian Shepston, supervisor, Broadway office, Los Angeles, has been transferred to San Francisco.

Miss Gladys Sandlin, operator, Pico office, Los Angeles, has been transferred to San Francisco.

Miss Gladys Holcomb, operator, Broadway office, Los Angeles, recently resigned to be married.

Miss Elsie Younghans, operator, Broadway office, Los Angeles, recently resigned to be married.

Miss Marian Norton, operator, Broadway office, Los Angeles, has been transferred to Boyle office.

Miss Esther Buyer, operator, Broadway office, Los Angeles, has been transferred to Boyle office.

Miss Elsie Chase, operator, Olive office, Los Angeles, has been transferred to the Automatic Plant department.

Miss Ellen Wallick, operator, Main office, Los Angeles, has been transferred to the centralized information desk.

The Misses G. Howard and D. Jones, operators, Main office, Los Angeles, have been transferred to San Francisco.

Miss Gladys Fluno, operator, Vermont office, Los Angeles, has accepted a position as supervisor at the same office.

Miss Stella Banta, pay station attendant, Long Distance office, Los Angeles, has been transferred to San Francisco.

Miss Ray Emmons, long distance supervisor, Long Distance office, Los Angeles, has been transferred to San Francisco.

Miss Bernice Rapson, supervisor, Hollywood office, Los Angeles, has resigned to accept a position with the government.

Miss Bessie Burns, evening operator, Boyle office, Los Angeles, was recently married to Howard Stroebel of that city.

The Misses Katherine Gage and Nina Bailey, operators, South office, Los Angeles, have resigned to attend school.

Miss Jennie Near, evening operator, Olive office, Los Angeles, has accepted a position as evening supervisor at the same office.

Miss Opal Griffith, evening operator, Boyle office, Los Angeles, has accepted the position of evening supervisor at the same office.

Miss Edith Mahood, night operator, Hollywood office, Los Angeles, has resigned to accept a position as an automobile mechanic.

Miss Marjorie Cohenour, evening supervisor, Hollywood office, Los Angeles, has resigned to accept a position as P. B. X. operator with the *Examiner*.

Miss Anna McCarthy, formerly day chief operator, Hollywood office, Los Angeles, has succeeded Miss Margaret Lindley as chief operator at West office. Miss Lindley has accepted the position of chief operator at Hollywood office.

A. E. Sterling, Jr., for many years associated with the former Home Telephone Company, has tendered his resignation. He will be succeeded by Miss Christine Mettler, whose duties will be changed from sales clerk to teller.



Above we show the photograph of Miss Irene Evans, chief operator, Main office, Los Angeles. Miss Evans has been continuously in the service of the Bell System since 1899. She was formerly employed by the Central Union Telephone Company, being transferred to Los Angeles in 1910.

Friday, September 13, had no terror for Miss Winona Gourley, one of the stenographers in the Commercial department, who quietly slipped away to Riverside and was married to John W. Illo. Mrs. Illo is continuing her work as stenographer, as her husband has returned to his duties in the Merchant Marine.

During the latter part of the year 1917 I. A. Scott of the Los Angeles business office took the Civil Service examination for stenographers and, passing very successfully, was sent to Washington, D. C., to fill a stenographic position there. He has recently been appointed to the American Consulate at Sao Paulo, Brazil, and it is with best wishes for success from all of his telephone friends that he will assume his new duties in that country.

Central



Wm. J. Edgar has been transferred to Redding as manager, succeeding J. E. Riddell.

Miss Margaret Haugh, junior operator, Vallejo, resigned during the month to be married.

J. E. Riddell, formerly manager at Redding, has resigned to enter another line of business.

Miss Celeste Heald, Berkeley office, has been promoted from evening chief operator to chief operator.

Albert E. Charlbeorg, telegraph operator, Eureka, has resigned in order to enter military service.

Miss Julia Walsh, long distance operator, Santa Rosa, has been transferred to the Oakland Toll office.

Miss Doris Mathieson, long distance operator, Newman, has been promoted to the position of chief operator.

Miss Isabella Denike, Sutter office, San Francisco, has been advanced from the position of operator to that of supervisor.

Mrs. Josephine Weir has been appointed chief operator at Grass Valley, replacing Miss Curnow, transferred to Oakland.

Wm. T. Watts, formerly of the district commercial cashier's office, Sacramento, has been appointed manager at Jackson, Cal.

Miss Alice Roberts, long distance evening operator, Berkeley, has been advanced to the position of long distance central office clerk.

Miss Marguerite Miles, West office, San Francisco, has been promoted from the position of operator to that of evening supervisor.

Miss Lillian Curnow, chief operator at Grass Valley since 1915, has been transferred to the Oakland Toll office on account of change of residence.

Miss Mary Neff, long distance evening operator, Stockton Toll office, has been transferred to the position of chief operator at the Sonora Exchange.

Miss Ida Cordray, Berkeley office, has been promoted from operator to evening supervisor, and Miss Myrtle Herald from operator to supervisor.

The following employees of the San Francisco Exchange resigned during the month of September to be married: Nina Miller, Kearny office; Leonie Plaa, Information office; Vivienne Markwith, Market office.

The following long distance operators at Santa Rosa have been promoted to the positions of long distance supervisors: Miss Ida Frugoli and Miss Hazel Wells.

Miss Aileen Anderson and Miss Grace Monasmith, both operators in Stockton local office, have tendered their resignations on account of their approaching marriages.

Miss Mary A. Barrett, who has been connected with the Marysville office since 1904 and who has held the position of chief operator since 1914, has resigned to take up other work.

The Misses Mary Mechaels, Kathryn Sullivan, Mildred Dickerman, long distance evening operators, San Francisco, have been advanced to the positions of long distance evening supervisors.

Oakland Exchange reports the following resignations on account of approaching marriages: Anna Ferrari, Berkeley office; Helen Preston, Piedmont office; Hazel Olsen, Oakland Main office.

Miss Edna Ullman, Stockton local office, has been promoted from evening operator to supervisor and Miss Mae Harrison, toll office, from long distance evening operator to long distance evening supervisor.

The Misses Ruth Boucher, Ellen Disbrowe, and Maude Johnson of San Francisco have been granted furloughs in order to enter military service as operators with the American Expeditionary Forces.

Miss Anna Bround, long distance operator, Lodi, has been promoted to the position of evening chief operator and Miss Ethel Johnson, operator, Modesto, has been changed from operator to supervisor.

Miss Bessie McKenzie, Fresno local office, has been transferred from the position of operator to that of pay station attendant, replacing Miss Isabel Slaven, transferred to the commercial department.

In the Sacramento Exchange the following promotions have been made: Annice L. Hughes, long distance Central office clerk, to long distance supervisor, Toll office; Olive M. Cosgrove, long distance operator, to Central office clerk, Main office, and Olive T. La Bare, Central office clerk, to supervisor, Main office.

Our associates, especially of the Central Division, will be interested to know that L. S. Hamm, formerly district traffic chief in San Francisco, has resigned to enter the practice of law in San Francisco. Mr. Hamm has formed a co-partnership with James E. Colston, Assistant United States Attorney, and the new firm of Colston & Hamm has opened offices in the Pacific Building in San Francisco.

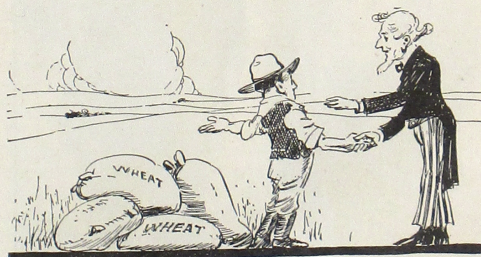
The Stockton Evening Record of August 28, 1918, contained the following article:

"TELEPHONE OPERATOR LOCATED THE LEVINSKY FIRE.

"Officials of the fire department state that it was through the vigilance of telephone operators that the firemen learned the location of the Levinsky fire early yesterday morning. The man who called on the telephone stated that the fire was at North and San Joaquin streets and then excitedly hung up the receiver. The telephone girl discovered that the fire was at the Levinsky home, some blocks distant, and placed the department on the right track."

A conference on the proposed new order routine was recently held in the office of the district commercial superintendent, Sacramento, Cal., Division Commercial Engineer Thomas presiding. The following were present: District Commercial Superintendent J. P. Noble, Sacramento; District Commercial Superintendent Maynard Bailey, Fresno; District Superintendent of Plant Fred Smith, Sacramento; District Plant Chief Clarence Bardo, Fresno; Manager H. E. Owens, Stockton; District Traffic Chief A. L. Whipple, Fresno; Traffic Chief R. C. Woodmansee, Sacramento; Miss Grace Tonzi, sales department, Sacramento, and District Sales Agent L. M. Brown, Sacramento.

Inland



Miss Edith E. Pierce, manager at Okanogan, resigned in September to take up another line of work.

Gerald Sampson, ledger clerk at Spokane, has tendered his resignation in order to enter the War College at Pullman, Wash.

Miss Katherine Stryker resigned as work order clerk in the accounting department at Spokane, Wash., effective September 22.

Miss Edith Munro, manager and chief operator at Harrington, Wash., has resigned. Her position has been filled by Miss Lillian Forster.

Arthur Jacobson, ledger clerk, Spokane, has received notice that he will be called by the local draft board into the national service during the present month.

F. F. Airey, chief foreman of construction, Inland Division, left the employ of the Company on September 20 to operate 640 acres of farm land in the vicinity of Twisp, Wash.

Miss Jessie Stryker, who has been with the accounting force at Spokane for the past seven years, has been transferred to the accounting department at Seattle, Wash. Her work at Spokane has been taken over by Miss Grace Dunn.

Lee Knoll and Miss Mary Huffman, ledger clerks at Spokane, resigned during the month of September to accept positions in the book-keeping department of the Spokane Gas Company. Mr. Knoll has been succeeded by Miss Estelle Davis.

In our August MAGAZINE items we stated that "Joe" Shields, late of the Commercial department, Spokane, was in France as sergeant major in the medical department. We have lately been informed that "Joe" has been appointed second lieutenant in the statistical department attached to the staff of General Pershing, with headquarters at Paris.



Repairman William Goeden of Ritzville was transferred to Spokane on September 1. George Rose of the installation department, Spokane, has succeeded Mr. Goeden in his former position. Above we show a photograph of Mr. Goeden (right) and Mr. Rose (left).

Ray D. March, formerly chief clerk to the General Manager at Spokane, Wash., and now in the Paymaster Corps of the Marines, left San Francisco on September 7 on his way to France, where he will continue to act in a clerical capacity in the paymaster's department.

Of Timely Importance

The following bulletin, issued by one of our Eastern companies, is of particular importance at this time. It is not to be denied that there is an epidemic of some seriousness which has recently been manifest in several parts of our territory. The old adage that an "ounce of prevention is worth a pound of cure" is one worthy of particular consideration. We urge the careful observation of the suggestions of this bulletin:

COLDS ARE CONTAGIOUS

—AVOID CATCHING ONE IF POSSIBLE.

—DON'T GIVE ONE TO OTHERS.

To avoid catching a cold from others—

stay away from crowds;
avoid people with colds;
shun the person who does not cover a cough or sneeze with a handkerchief;
get plenty of fresh air;
if you can't walk to and from your home, try walking part way and thus reduce the length of time you are obliged to ride in a crowded car;
movies and theatres are good places to avoid, as they seldom are opened to fresh air and sunshine;
dress warmly enough;
wash your hands frequently—particularly before going on duty.

If you have a cold—

spare others from it;
don't mix with crowds;
cover a cough or sneeze with a handkerchief;
use plenty of handkerchiefs—and don't leave them lying around;
pay unusual attention to personal cleanliness;
get plenty of fresh air;
drink plenty of water;
dress warmly enough.

Train Dispatching by Telephone

It is stated that all trains on the San Diego and Arizona Railway, a new line recently constructed in the Southwest, will be operated under telephonic direction. Telephones will be placed at all sidings between the two ends of the line, enabling conductors to talk directly with the train dispatcher, thus avoiding delay in service and reducing chances for accidents.

More than \$150,000 will be expended by the railway company in material and construction necessary for this telephone service.

U. S. Government Assumes Control of Telephone Lines

In the month of July a joint resolution was adopted by Congress authorizing the President of the United States, "during the continuance of the present war," to take possession and assume control and supervision of the telegraph and telephone systems of the country.

The President issued a proclamation on July 22, 1918, under which he assumed control of the wire systems on and after midnight, July 31, 1918. In this proclamation he delegated the powers of supervision to Postmaster General Burleson and stated:

Until and except, so far as said Postmaster General shall from time to time, by general or special orders, otherwise provide, the owners, managers, boards of directors, receivers, officers, and employees of the various telegraph and telephone systems shall continue the operation thereof in the usual and ordinary course of the business of said systems, in the names of their respective companies, associations, organizations, owners, or managers, as the case may be.

The Postmaster General, on July 23, 1918, issued an order appointing a committee for the management of the systems covered by the proclamation of the President. That committee consists of John C. Koons, First Assistant Postmaster General; David J. Lewis of the United States Tariff Commission, and William H. Lamar, Solicitor for the Postoffice Department. Postmaster General Burleson is to act as chairman of the committee.

In announcing the appointment of this committee, Mr. Burleson stated that the work would be divided to a certain extent, in that Mr. Koons and the Postmaster General would have charge of the administration and organization of the service, Mr. Lewis and the Postmaster General of its operation, and Mr. Lamar and the Postmaster General of financial affairs.

Postmaster General Burleson is a native of Texas and a lawyer by profession. He served as a member of Congress from that state from 1891 to 1913, resigning to accept a cabinet appointment when President Wilson took office in March, 1913. Mr. Koons is from Maryland and has risen to his present high position from a subordinate postoffice appointment which he accepted in 1895. Mr. Lewis is a native of Pennsylvania, a lawyer by profession, having been admitted to the bar in 1892. He later moved to Maryland and was a member of

Congress from that state from 1911 to 1917, in which year he was appointed by the President as a member of the United States Tariff Commission. Mr. Lamar is a native of Alabama. From 1906 to 1913 he was an assistant in the United States Department of Justice. On May 1, 1913, he was appointed Assistant Attorney General of the Postoffice Department.

Mr. Vail's attitude is shown by his statement, printed in our August MAGAZINE, and that our associates may fully realize what he has promised for the telephone forces, certain of his words in that statement are herewith reproduced:

To all who are identified with the Bell Companies—who have shown your fine sense of obligation and your loyalty and fidelity to the country, to the public service, and to the property in the past, and to whom the credit is due for the prestige and position of the companies in the public eye—it is asked, and it is not too much to ask of you, that same loyalty, fidelity, and devotion to the service under the new order of things. On your behalf such loyalty, fidelity, and devotion to service have been promised, knowing full well the spirit in which you would meet and respond to the request.

On October 6, President Vail announced that a mutually satisfactory agreement had been reached with Postmaster General Burleson covering the compensation which the companies are to receive from the Government while the telephone and telegraph systems are under federal control. President Vail's statement is as follows:

After extended conferences between the representatives of the Postmaster General and of the Bell system, covering—that there might be no misunderstanding—painstaking and exhaustive discussion and a frank exchange of views, what constitutes a just compensation for the supervision, possession, control, and operation of the Bell system taken over under the proclamation of the President of the United States, has been agreed upon.

The representatives of the Bell system throughout the negotiations found nothing but helpfulness; asking no more than they thought ought to be paid by the Government, they found an intent and desire to pay all that ought to be paid, and for the protection of the property to do all that ought to be done and all that has been done in the past. In taking over the property the Postmaster General also desires to give continuity to the service, and as far as consistent with Government operation, to the personnel which has brought the property to its present degree of efficiency.

From the first exchange of views until the close the Bell representatives were met by the Postmaster General and his representatives in a spirit of absolute fairness and with an earnest

desire to preserve the service to the public and preserve the property for the proprietors as well as to give them established returns on their securities.

The principles adopted as a basis of compensation were:

Any compensation fixed for the period of control was to be considered as compensation for an emergency period and not in any way considered as establishing a value for the property.

The operation of the property is to be continued on a basis of efficiency relatively equal to that of the past.

The property is to be fully maintained so as to be turned back to the Company as good as when received.

Appropriation from current revenue for maintenance, depreciation, and obsolescence to be the same as the past—an average of 5.72 per cent on the fixed capital—authorization of intangible capital to be relatively equal to the past. All unexpended balances from both to be invested in the plant of the system. Charges against the depreciation reserve to be in accordance with the rules of the Interstate Commerce Commission.

Employees' pensions, disability benefits, and death benefits now in operation to be continued.

All taxes, municipal, state or federal, to be paid, or reimbursed if paid by the companies, by the Government.

The license and rental contracts between the American Telephone and Telegraph Company and the licensee companies to be continued, and the American Telephone and Telegraph Company is to give such advice and assistance as the Postmaster General may require, is to maintain its scientific, technical, and engineering departments, its patent protection for the benefit of the property in the same manner as heretofore. The Postmaster General to have the benefit during the period of control, in the operation of the wire system, of all inventions, discoveries, and ideas which may now or hereafter be controlled by the Bell system.

These provisions are for the protection of the property, the service, and the art, and provide for the continuation of the service and for the continual development of the art, as well as the protection of the developed situation, and are for the full protection of the public in its service and the proprietors in the property and development.

For the security holders is provided:

(a) Payment of the interest and existing amortization charges on all outstanding securities or obligations of the Bell system in the hands of the public, including the 6 per cent convertible bonds issued August 1, 1918.

(b) Payment of dividends at the existing rate upon the share capital of the Bell system outstanding in the hands of the public.

(c) Payment of any charges, interest, dividends, or other costs on new securities or share capital issued in discharge, conversion, or renewal or extension of present obligations.

For extensions to property:

As provided above, unexpended depreciation shall be invested in property of the system.

American Telephone and Telegraph Company surplus shall be invested in its property.

Surplus profits from operation may be invested by the Postmaster General.

If securities or capital can be issued at fair terms the Bell system will issue its securities if desired, but the nominal value of the securities shall not exceed 80 per cent of the amount expended on the property.

Extensions to its property made with the approval of the Bell system by money furnished by the Postmaster General shall be paid for in installments of 5 per cent per annum after the period of control ceases.

Extensions by the Postmaster General to meet abnormal conditions and made without the approval of the system shall be appraised by the Interstate Commerce Commission at the end of the period of control and their value to the system as appraised shall be paid for in installments of 5 per cent per annum.

The whole basis of the negotiation on both sides was to ask no more than was right, to grant all that was right, and to protect a great property and a great service to the public in every possible way.

In closing: The public should bear in mind that we are in the midst of very abnormal times. Scarcity of labor, high costs of living, and great increases in demands on the service, which are congested and not well distributed, will create conditions which it will be difficult for the telephone systems to meet, no matter how much charges and wages are increased, and some consideration must be given before criticism is indulged in.

Southern California Operators Adopt French Orphans

The operators of South Office, Los Angeles, have recently organized a French Relief Club. They have adopted two French orphans, Eugenie Eil, a 3-year-old baby girl, and Paul Robin, a 9-year-old boy. The following is a literal translation of a letter from little Paul to the club:

MY DEAR MISSES: On receipt of your letter this morning I was very much surprised, but knowing the great goodness of all your works among our little war orphans, I want to thank you for your attentions to me. You ask if I have any brothers and sisters. I have one brother who is two years older than I am. His name is Jean (John). He is 12 years old and I am 9. We apply ourselves in helping our mother. For several days we are having vacation—which rests us from our studies. We live in the country. On nice days we go to the fields. Today it is raining. The last few days the weather has been superb. As we can not go out to take care of (herd) the beasts today, I will answer your letter immediately.

I am happy in having made your acquaintance, even though so far away. I love you already, and it is with impatience that I look for a second letter from you. Receive, my dear misses, my best love.

Your little protégé,
PAUL ROBIN.



The above photograph is that of Miss Jessie Brown, formerly employed as assistant long distance chief operator at Los Angeles, but now serving the Government as a telephone operator in France. This photograph shows Miss Brown in the uniform which has been provided for telephone operators who are now in this branch of war service.

San Francisco Telephone Rifle Club

Francis M. Norton and A. C. Rogers, the two representatives of the San Francisco Telephone Rifle Club who were picked to shoot on the all-California Civilian Team, have returned from the 1918 National Rifle

and Pistol Matches held at Camp Perry, Ohio, September 16 to 21.

About three thousand marksmen, lovers of the game of outdoor rifle and pistol shooting, representing Army, Navy, Marine Corps, National Guard, and, by means of college and civilian teams, every section of the United States, accepted the invitation of the Government to attend the big annual matches this year at Camp Perry. These shoots are sponsored by the Government and held under the management of army officers for the purpose of fostering rifle and pistol shooting and to develop skilled marksmen throughout the nation.

Shooting under decidedly difficult weather conditions, in unfamiliar surroundings, with ammunition that was unreliable and guns that were strange, the scores were not all that could be desired, but the California team nevertheless was able to make the second best score of the thirty-seven civilian teams that participated and was beaten only by a scant seven points by the civilian team representing the District of Columbia. A glance at the total scores of the individual California shooters reveals a team consistency that is very pleasing.

Rogers and Norton have been hard working members of the San Francisco Telephone Rifle Club and earned the right to be chosen on the all-California civilian team because of persistent practice and participation at all the club shoots. Both say that by the same method the opportunity is constantly being afforded ambitious riflemen to become proficient marksmen and to earn a place on the yearly all-California civilian team.

It is interesting to hear them tell of their experiences at Camp Perry and to listen to their praise of the new army rifle which they used for the first time and which is designated merely as "Model 1917." The gun performed to their entire satisfaction and they are constantly telling about the favorable impression which the new rifle made.

Capt. W. C. Barbour, who at the beginning of his military service was in command of Company E of the 411th Telegraph Battalion, has assumed command of the 403rd Telegraph Battalion, now overseas.

Eight hundred and fifty-eight employees of The Pacific Telephone and Telegraph Company are enrolled in the military and naval service.

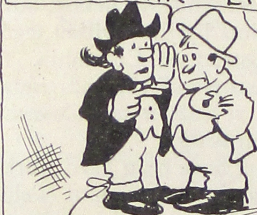
IT LOOKS ED, LIKE THE ALLIES WANTED THE WAR TO LAST ALWAYS NOW IF GERMANY WANTS PEACE WHY DONT THEY LET HER HAVE IT EVEN IF THEY HAVE TO GIVE HER WHAT SHE ASKS AFTER ALL THE GERMANS ARE HUMAN BEINGS JUST LIKE US



DID YOU KNOW THAT OUR SOLDIERS WERE STARVING AND WERE ONLY ABOUT HALF CLOTHED AND GOT NO MEDICAL ATTENTION TO SPEAK OF? I THINK IT'S ABOUT TIME TO STOP FIGHTING GERMANY NO MATTER WHAT CONCESSIONS WE HAVE TO MAKE



LIBERTY BONDS ARE OK IF WE WIN AND WE MAY WIN, SO I SAY LET THE RICH BUY THEM AND I HAVE IT FROM A PRIVATE SOURCE THAT THE GOVERNMENT WASTES MILLIONS. FOR INSTANCE YOU TAKE THE CONTRACT SCANDALS NOW I THINK— ETC-ETC.



A LITTLE CONSERVATION IS ALL RIGHT IF YOU DONT CARRY IT TOO FAR. BUT FOR THE LIFE OF ME I CANT SEE WHY WE SHOULD STINT OURSELVES FOR A LOT OF FOREIGNERS NOW I HEARD THAT THERE'S MILLIONS OF TONS OF SUGAR AND FLOUR ETC-ETC.



I BET SHE HASN'T A BOY OVER THERE



Allies

STATEMENT OF DEVELOPMENT SEPTEMBER 1, 1918

Showing the Increase and Per Cent of Increase in Owned Stations in Exchanges of 300 or More Stations Since January 1, 1918

EXCHANGE —	Subscribers' Stations Jan. 1, 1918	Subscribers' Stations Sept. 1, 1918	Actual gain in Stations since Jan. 1, 1918	Per cent gain in Stations since Jan. 1, 1918
Group No. 1— (20,000 stations and over)				
Los Angeles.....	132,622	122,774	-9,848	-7.43
Oakland.....	35,680	36,862	1,182	3.31
Portland.....	51,117	55,532	4,415	8.64
San Francisco.....	130,175	132,744	2,569	1.97
Seattle.....	60,050	63,345	3,295	5.49
Spokane.....	24,307	24,210	-97	-4.0
Totals.....	433,951	435,467	1,516	.35
Group No. 2— (10,000 stations up to 20,000)				
Berkeley.....	11,757	12,086	329	2.80
Sacramento.....	14,012	14,156	144	1.03
San Diego.....	15,889	17,304	1,415	8.91
Tacoma.....	15,672	17,069	1,397	8.91
Totals.....	57,330	60,615	3,285	5.73
Group No. 3— (5,000 stations up to 10,000)				
Fresno.....	9,191	9,476	285	3.10
San Jose.....	9,850	9,964	114	1.16
Stockton.....	7,876	8,139	263	3.34
Totals.....	26,917	27,579	662	2.46
Group No. 4— (2,500 stations up to 5,000)				
Aberdeen.....	2,300	2,526	226	9.83
Alameda.....	4,401	4,661	260	5.91
Bakersfield.....	3,641	3,651	10	.27
Bellingham.....	4,118	4,262	144	3.50
Eureka, Cal.....	2,754	2,859	105	3.81
Reno.....	3,217	3,276	59	1.83
Riverside.....	3,805	3,878	73	1.92
Salem.....	2,809	2,754	-55	-1.96
San Mateo.....	2,354	2,640	286	12.15
Santa Ana.....	2,494	2,566	72	2.89
Walla Walla.....	3,209	3,225	16	.50
Yakima.....	3,745	3,875	130	3.47
Totals.....	42,240	43,664	1,424	3.37
Group No. 5— (1,000 stations up to 2,500)				
Albany.....	1,146	1,047	-99	-8.64
Alhambra.....	1,789	1,815	26	1.45
Anaheim.....	965	1,007	42	4.35
Astoria.....	1,778	1,909	131	7.37
Baker.....	1,243	1,235	-8	-.64
Bremerton.....	1,128	1,243	115	10.20
Centralia.....	961	1,005	44	4.58
Chico.....	1,339	1,350	11	.82
Eugene.....	2,159	2,108	-51	-2.36
Glendale.....	2,259	2,304	45	1.99
Hanford.....	1,099	1,095	-4	-.36
Hoquiam.....	1,323	1,421	98	7.41
Lewiston, Idaho.....	1,725	1,676	-49	-2.84
Marysville, Cal.....	1,377	1,392	15	1.09
Modesto.....	1,632	1,736	104	6.37
Monterey.....	1,499	1,557	58	3.87
Napa.....	1,373	1,423	50	3.64
Olympia.....	1,458	1,568	110	7.54
Orange.....	1,135	1,155	20	1.76
Oregon City.....	1,059	1,064	5	.47
Palo Alto.....	2,250	2,449	199	8.84
Pendleton.....	1,489	1,555	66	4.43
Petaluma.....	1,276	1,228	-48	-3.76
Richmond.....	1,833	1,890	57	3.11
San Luis Obispo.....	1,302	1,365	63	4.84
San Pedro.....	1,443	1,700	257	17.81
San Rafael.....	1,228	1,251	23	1.88
Santa Cruz.....	2,018	2,385	367	18.19
Santa Rosa.....	1,680	1,710	30	1.79
The Dalles.....	1,139	1,160	21	1.84
Vallejo.....	1,675	1,828	153	9.13
Vancouver.....	1,336	1,598	262	19.61
Visalia.....	1,163	1,182	19	1.63
Watsonville.....	1,225	1,221	-4	-.32
Totals.....	53,366	55,502	2,136	4.00
EXCHANGE —	Subscribers' Stations Jan. 1, 1918	Subscribers' Stations Sept. 1, 1918	Actual gain in Stations since Jan. 1, 1918	Per cent gain in Stations since Jan. 1, 1918
Group No. 6— (500 stations up to 1,000)				
Ashland.....	809	809	...	...
Chehalis.....	876	955	79	9.02
Coalinga.....	641	621	-20	-3.12
Colfax.....	648	632	-16	-2.47
Colton.....	621	600	-21	-3.38
El Centro.....	635	645	10	1.57
Escondido.....	509	522	13	2.55
Fullerton.....	831	842	11	1.32
Grants Pass.....	737	669	-68	-9.23
Grass Valley, Cal.....	558	546	-12	-2.15
Hollister.....	513	511	-2	-.39
Klamath Falls.....	892	901	9	1.01
Lodi.....	850	862	12	1.41
Madera.....	513	512	-1	-.19
Martinez.....	580	644	64	11.03
Merced.....	738	742	4	.54
Mill Valley.....	528	584	56	10.61
Oroville, Cal.....	710	708	-2	-.28
Pasco.....	524	553	29	5.53
Porterville.....	783	769	-14	-1.79
Raymond.....	658	734	76	11.55
Redding.....	614	592	-22	-3.58
Redwood City.....	787	828	41	5.21
Roseburg.....	930	917	-13	-1.40
Salinas.....	928	963	35	3.77
San Anselmo.....	617	700	83	13.45
Santa Clara.....	629	635	6	.95
Ventura.....	716	742	26	3.63
Woodland.....	968	981	13	1.34
Totals.....	20,839	21,248	409	1.96
Group No. 7— (300 stations up to 500)				
Arcata.....	431	456	25	5.80
Auburn, Wn.....	305	316	11	3.61
Auburn, Cal.....	500	483	-17	-3.40
Bend.....	443	489	46	10.39
Dayton, Wn.....	448	449	1	.22
Dinuba.....	305	322	17	5.57
Fillmore.....	440	444	4	.91
Fort Bragg.....	350	363	13	3.71
Hayward.....	462	496	34	7.36
Inglewood.....	388	403	15	3.87
Kent, Wn.....	375	385	10	2.67
La Jolla.....	355	393	38	10.70
National City.....	432	438	6	1.39
Nevada City.....	369	344	-25	-6.78
Pittsburg.....	294	321	27	9.18
Placencia.....	393	391	-2	-.51
Pomeroy.....	395	391	-4	-1.01
Ritzville.....	420	368	-52	-12.38
San Leandro.....	486	492	6	1.23
Sausalito.....	428	435	7	1.63
Selma.....	459	482	23	5.01
Sonora.....	326	330	4	1.23
South Bend.....	361	390	29	8.01
So. San Francisco.....	351	435	84	23.93
Sparks.....	325	350	25	7.69
Tillamook.....	318	342	24	7.55
Ukiah.....	490	493	3	.61
Yreka.....	308	300	-8	-2.60
Totals.....	10,957	11,301	344	3.14
SUMMARY				
Group No. 1.....	433,951	435,467	1,516	.35
Group No. 2.....	57,330	60,615	3,285	5.73
Group No. 3.....	26,917	27,579	662	2.46
Group No. 4.....	42,240	43,664	1,424	3.37
Group No. 5.....	53,366	55,502	2,136	4.00
Group No. 6.....	20,839	21,248	409	1.96
Group No. 7.....	10,957	11,301	344	3.14
Totals.....	645,600	655,376	9,776	1.51
Total owned stations January 1, 1918.....	669,470			
Total owned stations September 1, 1918.....	680,001			
Actual gain in stations since Jan. 1, 1918.....	10,531			
Per cent gain in stations since Jan. 1, 1918.....	1.57			

OFFICIALS OF THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

GENERAL

SCOTT, H. T., Chairman Board of Directors. McFARLAND, G. E., President. PILLSBURY, H. D., Vice President and General Attorney. NOWELL, J. C., General Manager. POWLEY, N. R., Rate Engineer. EATON, F. W., Secretary and Treasurer. PETTY, G. J., Assistant Secretary and Treasurer. MARGRAVE, C. E., Assistant Secretary and Treasurer.	PHELPS, F. C., General Auditor. CASASSA, C. S., Auditor of Disbursements. WELDON, C. H., Auditor of Receipts. HOEDEL, R. O., Chief Traveling Auditor. PILLSBURY, E. S., Chief Counsel. SHAW, J. T., Attorney. CARROLL, B. C., General Agent. HALL, C. J., Special Agent. HALSEY, T. V., Secretary Employees' Benefit Fund Committee.
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ENGINEERING

BURKETT, C. W., Chief Engineer. FLEAGER, C. E., Acting Plant Engineer. SENGER, G. H., Acting Engineer of Outside Plant.	WISEMAN, D. E., Equipment Engineer. HALL, A. N., Appraisal Engineer. WOLFE, R. E., Traffic Engineer. COBBY, E. V., Building Engineer.
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COMMERCIAL

COOLIDGE, P. H., General Commercial Superintendent. MORRILL, C. P., Commercial Engineer. KEARNS, JNO., Superintendent of Collections. PHILLIPS, W. J., Division Commercial Superintendent, Northern Division. HICKMAN, C. E., Division Commercial Superintendent, Inland Division. GILKYSON, J. W., Division Commercial Superintendent, Central Division. MASON, C. F., Division Commercial Superintendent, Southern Division. HALLIDAY, J. A., District Commercial Superintendent, Portland, Ore.	McNALLY, F. L., District Commercial Superintendent, Seattle, Wash. VAN HOUTTE, C. P., District Commercial Superintendent, Eugene, Ore. DELURY, T. F., District Commercial Superintendent, San Francisco (Metropolitan District). SPRINGER, G. J., District Commercial Superintendent, San Francisco (Coast District). NOBLE, J. P., District Commercial Superintendent, Sacramento, Cal. BAILEY, MAYNARD, District Commercial Superintendent, Fresno, Cal. LYNCH, J. A., District Commercial Superintendent, Los Angeles, Cal.
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PLANT

FULLERTON, D. P., General Superintendent of Plant. BROMMAGE, W. H., Superintendent of Supplies. PATTON, W. R., Supervisor of Long Lines. JOSLIN, R. T., Supervisor of Plant Operations. MOORE, W. D., Division Superintendent of Plant, Northern Division. TINKHAM, H. J., Division Superintendent of Plant, Inland Division. TEAGUE, W. T., Division Superintendent of Plant, Central Division. ANDERSON, H. F., Division Superintendent of Plant, Southern Division. YOUNG, R. Z., Division Plant Engineer, Northern Division. SHEARER, H. A., Division Plant Engineer, Inland Division. CHAMBERLAIN, J. N., Acting Division Plant Engineer, Central Division. DIX, I. F., Division Plant Engineer, Southern Division.	LOWRIE, J. F., Division Superintendent of Construction, Northern Division. COLE, O. R., Division Superintendent of Construction, Central Division. IRISH, E. A., Division Superintendent of Construction, Southern Division. DUNPHY, J. P., District Superintendent of Plant, Portland, Ore. CORNITIUS, M. W., District Superintendent of Plant, Seattle, Wash. McBIRNEY, H., District Superintendent of Plant, San Francisco, Cal. SMITH, F., District Superintendent of Plant, Sacramento, Cal. LONG, E. H., District Superintendent of Plant, Oakland, Cal. DAVIES, J. R., District Superintendent of Plant, Los Angeles, Cal. PETTY, W. R., District Superintendent of Plant, Los Angeles, Cal.
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TRAFFIC

DOWNS, J. P., General Superintendent of Traffic. PARKINSON, H. T., Traffic Engineer. REAGAN, F. J., Traffic Supervisor. CORCORAN, J. H., Division Superintendent of Traffic, Northern and Inland Divisions. SEDAM, M. D., Division Superintendent of Traffic, Southern Division. ALLSOPP, C. B., Acting Division Superintendent of Traffic, Central Division. BREENE, E. L., District Traffic Chief, Seattle District. VALLE, E. C., District Traffic Chief, Seattle Suburban and Everett Districts. MAY, G. E., District Traffic Chief, Portland District. ANGELL, F. T., District Traffic Chief, Portland Suburban District. SHEA, F. H., District Traffic Chief, Spokane District. BRIGGS, S. M., District Traffic Chief, Tacoma District. WEBER, L. K., District Traffic Chief, Walla Walla District. EWERS, B. F., District Traffic Chief, Eugene District.	COLE, O., Jr., District Traffic Chief, San Francisco District. RUTLEDGE, H. E., District Traffic Chief, San Francisco Suburban District. CRAVENS, B. H., District Traffic Chief, Oakland District. SMITH, R. C., District Traffic Chief, Sacramento and Chico Districts. BLANCHARD, D. R., District Traffic Chief, Stockton District. PARTON, F. A., District Traffic Chief, San Jose District. RUNDEL, M. S., District Traffic Chief, Santa Rosa District. WHIPPLE, A. L., District Traffic Chief, Fresno District. RUSH, F. N., Acting District Traffic Chief, Los Angeles District. BOOTH, L. E., District Traffic Chief, Bakersfield and Los Angeles Suburban Districts. GRANT, P. M., District Traffic Chief, San Diego District. KELLAR, S., District Traffic Chief, Riverside and Santa Ana Districts.
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